

# The Hongkong Telegraph.

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MONDAY, SEPTEMBER 21, 1908.

一月九日英語

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## Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP ..... Yen 24,000,000  
RESERVE FUNDS ..... 15,102,000

Head Office—YOKOHAMA.

Branches and Agents.

TOKIO, CHEFOO, TIENTSIN, PEKIN, NEWOWHANG, DALNY, PORT ARTHUR, ANTING, LIOYANG, MUKDEN, TIE-LING, CHANG-CHUN, HANKOW.

HONGKONG—INTEREST ALLOWED: On Current Account at the rate of 1 per cent. per Annum on the Daily Balance.

On fixed deposit—

For 12 months ..... 5% p.a.  
" 6 " ..... 4% " " 3 " ..... 3% "

TAKEO TAKAMICHI,  
Manager.

Hongkong, 1st September, 1908. [23]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP.—Sh. Taels 7,500,00

HEAD OFFICE—SHANGHAI.  
BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tsinan, Tsinling, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank), Direction des Disconto-Gesellschaft, Deutsche Bank, S. Bleichroeder, Berlin.

Berliner Handels-Gesellschaft, Bank für Handel und Industrie.

Robert Warschauer & Co., Mendelsohn & Co.

M. A. von Rothschild & Soehne, Frankfurt.

Jacob S. H. Stern, A.M.

Norddeutsche Bank in Hamburg, Hamburg.

Sal Oppenheim Jr. & Co., Köln.

Bayrische Hypotheken und Wechselbank, München.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOEHN,  
Manager.

Hongkong, 4th December, 1907. [30]

NEEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP. CAPITAL Fl. 45,000,000 (L3,750,000).  
RESERVE FUND Fl. 5,752,84.84 (about £479,407).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Charbon, Tegal, Pecalongan, Pasuruan, Tjilatjap, Padang, Medan (Del), Palembang, Kota Radja (Acheen), Bandjermasina.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit, on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily balances.

Fixed Deposits 12 months 4% per annum.

Do. 6 do. 4% do.

Do. 3 do. 3% do.

J. L. VAN HOUTEN,  
Agent.

Hongkong, 16th July 1908. [25]

## THE GRAND CARLTON HOTEL

8 & 10, Ice House Road—Telephone No. 812.

WILL OPEN ON 1ST OCTOBER NEXT.

The Most Luxurious, Quiet and Comfortable Private Residence. Absolutely free from the Nerve-torturing Noises of the Streets of the City.

Forty Large Rooms Elegantly Furnished.

Matron in attendance. Excellent Cuisine.

Terms very moderate.

Tel. Address: "Grand."

O. E. OWEN,  
Proprietor.

## Mails.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
HONGKONG, MOJI, KOBE & SUMATRA	SHANGHAI, PORT	About 21st Freight and Passage.	Capt. E. W. Bruce.
YOKOHAMA	Capt. E. W. Bruce.	Sept.	
SHANGHAI	DELTA	About 1st Freight and Passage.	Capt. B. W. H. Snow.
LONDON, &c., via usual Ports	DEVANHA	3rd Oct.	See Special Advertisement.
	Capt. T. H. Hido, R.N.R.	Noon.	
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID	NONE	About 7th Freight and Passage.	Capt. G. Phillips.
and MARSEILLES		Oct.	

For further particulars, apply to

F. J. ABBOTT,  
Acting Superintendent.

Hongkong, 21st September, 1908.

## Intimations.

### LANE, CRAWFORD & CO.

#### NEW STOCK OF

#### "WALK OVER"

#### BOOTS & SHOES.

#### "WALK OVER"

#### BOOTS AND SHOES

ARE

PERFECT IN FIT.

COMFORT AND DURABILITY.

LANE, CRAWFORD & CO. [25]

#### Ask for

### KUPPER'S PILSENER BEER

And see that you get it.

Telephone

No. 75.

SOLE AGENTS:  
CALDBECK, MACGREGOR & CO.,  
WINE AND SPIRIT MERCHANTS,  
15, Queen's Road Central.

Hongkong, 11th August, 1908. [140]

### THE SAVOY, 13, Queen's Road Central.

#### INTERNATIONAL SLEEPING CAR

and

#### EXPRESS TRAINS Co.

(THE

#### GREAT TRANS-SIBERIAN ROUTE

TO EUROPE.)

New Regal Shoes and Monarch

Shirts.

Outfitters.

W. B. Corsets.

Ladies' Shoes.

Embroidered Linen and Satin.

Drawn Work, &c.

Hongkong, 2nd July, 1908. [635]

HAVING been appointed AGENTS for

the above Company, we shall be

pleased to give any information as to rates of

passage, &c., in connection with above.

SHEWAN, TOME & CO., Agents.

Hongkong, 31st July, 1907. [147]

## Shipping—Steamers

### HONGKONG, CANTON, MACAO

AND

### WEST RIVER STEAMERS.

JOINT SERVICE OF  
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND  
THE CHINA NAVIGATION COMPANY, LTD.

#### HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 Tons, "FATSHAN" 2,360 Tons, "KINSHAN" 1,995 Tons,  
"HEUNGSAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 2 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

#### HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wing Lok Street Wharf and at 2 P.M. from the Company's Wharf.

#### REDUCED SALOON RATES AT WEEK-END.

Saturday A.M. or P.M. departure, returning Sunday A.M. or P.M. \$5.00

Do. do. do. do. Monday do. \$6.00

#### CANTON-MACAO LINE.

#### S.S. "HOI SANG".

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF  
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,  
THE CHINA NAVIGATION COMPANY, LTD., AND THE Indo-China Steam Navigation Company, LTD.

#### CANTON-WUCHOW LINE.

S.S. "SAINAM" 1,588 Tons, and "NANNING" 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

#### EXCURSION TO MACAO.

#### On SUNDAY, 27th September.

S.S. "SUI-AN" will depart from the COMPANY'S WING LOK STREET WHARF, at 9 A.M.

Departure from Macao at 6 P.M.

Popular Excursion Rates as usual.

Machado's String Band will play selections of Music during the trip.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
HOTEL MANSIONS, (FIRST FLOOR),  
opposite the

NOTES.

## NORDDEUTSCHER LLOYD,

BREMEN.

## IMPERIAL GERMAN MAIL LINE.

FOR STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE, "ZIETEN", and YOKOHAMA	About WEDNESDAY, 23rd September.
Capt. F. Pritsch	
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP, and BREMEN	PRINZ EITEL FRIEDRICH THURSDAY, Noon, 24th September.
Capt. E. Malchow	
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	PRINZ WALDEMAR THURSDAY, Noon, 8th October.
Capt. W. v. Soden	
KUDAT and SANDAKAN	"BORNEO" Middle of October.
Capt. F. Sembill	

For further particulars, apply to

NORDDEUTSCHER LLOYD.  
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 21st September, 1908.

## THE YOKOHAMA DOCK CO., LTD.

## NO. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## NO. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Ladders, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.  
Telegrams, "Dock, Yokohama," Codes A. B. O. 4th and 5th Edt.  
Lieber, Scott, A. I., and Watkins.

Yokohama, May 23rd, 1905.

## 2ND FLOOR INDUSTRY IN JAPAN.

## SUGGESTED RATE OF IMPORT DUTY ON WHEAT.

As reported in these columns on several occasions the flour market in this country is at present suffering from an over-supply, and the owners of the flour mills are much exercised over the means of relieving the depression of the industry. Proposals as to the amalgamation of mills, and an agreement as to the quantities of production have been put forward, but nothing definite has been decided upon as yet. Mr. Moroi, Director of the Toa Flour Mill Company, speaking with reference to the flour industry, says that the demand for flour in Japan has greatly increased during the last few years. At present the total value of flour imported amounts to something like 10 million yen, which is almost a ten-fold increase compared with the figure a decade ago. Prior to the late war with Russia the production of the domestic mills was only 1,500,000 sacks or thereabout, but the industrial boom subsequent to the war brought a number of large mills into existence. The annual output of these new mills is estimated at 6,000,000 sacks approximately, to which adding the production of the old mills, amounting to 1,500,000 sacks, brings the total up to 8,000,000 sacks. Details are shown in the following figures:

## OLD MILLS.

	Annual Output Sacks.
Sapporo Seifun	240,000
Shirahashi Seifun	78,000
Tendo Seifun	60,000
Kamagaya Seifun	78,000
Dai Nippon Seifun (Utsunomiya mill)	120,000
Nippon Seifun	60,000
Mogi Seifun, Kangawa	60,000
Niishio Seifun (Tatebayashi mill)	120,000
Nagoya Seifun	120,000
Matsuda Seifun, Osaka	120,000
Gojanda Shifun, Hiroshima	60,000
Total	1,536,000

## NEW MILLS.

	Annual Output Sacks.
Dai Nippon Seifun	600,000
Nippon Seifun (Meiji Mill)	960,000
Niishio Seifun	480,000
Niishio Seifun (Tatebayashi mill)	360,000
Teikoku Seifun	720,000
Toa Seifun	720,000
Nippon Seimai	540,000
Masuda Seifun, Kobe	1,500,000
Asahi Seifun, Kyoto	120,000
Nippon Seifun (Hyogo mill)	810,000
Total	6,840,000

## Grand Total

8,367,000

The protection given by the Government after the war by raising the duty on flour to 3 per cent., while leaving that on wheat at 15 per cent., is chiefly responsible for so many mills coming into existence. The prevailing dulness of the trade is no doubt due to the sudden increase of production brought about by the starting of these mills. Another factor which has contributed towards the present congestion of the market is that importers, anticipating delay in working operations of some of the new mills, issued orders to the Pacific coast for arrival in September or October last year. Owing to the dislocation of transport facilities, the shipments were much delayed, and they began to arrive after the Japanese mills had commenced working. The consequence has been the glut of the market and the fall in price.

The consumption of flour in the country at present is roughly estimated at 8,000,000 sacks.

The quantity of the supply, on the other hand, is put at 10,700,000 sacks, including 8,400,000 sacks of the machinery mills and 2,300,000 sacks of the old-fashioned water mills. Thus it will be seen that there is an over-supply of more than 2,000,000 sacks apart from the quantity of flour that may be imported. In these circumstances, it is natural that the mill people should look to the Chinese and Korean markets for extension of the trade. They are of opinion, however, that so long as a rebate of the duty on wheat is not allowed when it is exported as flour after manufacture, the Japanese article will not be able to successfully compete with American flour in the foreign markets. The cost of production of flour in America is much lower than in Japan, and although the latter enjoys an advantage in the matter of freight this can hardly give Japanese flour sufficient opportunity to beat its competitor in the foreign markets. For this purpose the Japanese mill owners have petitioned the Government to allow them a rebate of the duty on wheat when it is exported as flour.

We shall next hear of an application for a rebate of the duty on leather when it is exported as boots, or on iron when it is exported as ships. And yet there are still people who believe that when duty is imposed it is paid by the foreign producer or manufacturer! — Japan Chronicle.

We shall next hear of an application for a rebate of the duty on leather when it is exported as boots, or on iron when it is exported as ships. And yet there are still people who believe that when duty is imposed it is paid by the foreign producer or manufacturer! — Japan Chronicle.

THE THERAPION MAY NOW ALSO BE OBTAINED IN DRAGON (TARTERLESS) FORM.

## A WONDERFUL DISCOVERY.

This is the age of health and improvement; when all is said, so to speak, is names to the new discoverers. The Dragon (Tarterless) Form has indeed made giant strides during the present century, and among the so-called health preparations, the Dragon (Tarterless) Form is the most popular.

The copying of Portraits with distinct minuteness is a specialty.

Hongkong, 1st September, 1908.

— (See page 164)

THE NEW FRIENDS REMEDY.

## THE THERAPION.

which is certainly rank with, if not better than, many of the discoveries of our day, should make a wide application and sales have been made that has been created for the new discovery.

It is introduced to prove that it is good, and that it is good for all the diseases that it can cure.

The new friends remedy is a new discovery.

The new friends remedy is a new discovery.</

## Intimation.

W.M.  
POWELL,  
2d.,

ALEXANDRA  
BUILDINGS.

## THIS WEEK.

First  
Consignment  
of  
Novelties  
for  
The Fall.

Fashions  
of  
To-day.

NEW GOODS  
IN EVERY  
DEPARTMENT.

Exclusive  
New-  
Productions.

Prevailing  
Styles  
from  
London  
and  
Paris.

W.M. POWELL,  
LTD.,  
General Drapers,  
Furnishers,  
Des Voeux Road,  
and  
28, Queen's Road,  
HONGKONG.

Hongkong, 18 September, 1908.

## Auctions

## PUBLIC AUCTION.

THE Undersigned have received instructions  
to sell by  
PUBLIC AUCTION,  
FOR ACCOUNT OF THE CONCERNED,

ON  
WEDNESDAY,

the 23rd September, 1908, at 2:30 P.M., at their  
Sales Rooms, No. 8, Des Voeux Road,  
corner of Ice House Street,

SUNDAY

GOLD AND SILVER JEWELRY,  
GERMAN SILVER SPOONS, CIGAR-  
ETTE CASES, PHOTO FRAMES AND  
PHOTOGRAPHIC APPARATUS, MUSI-  
CAL INSTRUMENTS, GOLD, DAMAS-  
CENE WARE, BOOKS, TYPEWRITERS,  
&c., &c.

Catalogues will be issued.

TERMS:—As usual.  
HUGHES & HOUGH,  
Auctioneers,  
Hongkong, 19th September, 1908. [856]

## PUBLIC AUCTION.

THE Undersigned have received instructions  
to sell by  
PUBLIC AUCTION,  
FOR ACCOUNT OF THE CONCERNED,

ON  
THURSDAY,

the 24th September, 1908, at 2:30 P.M., at their  
Sales Rooms, No. 8, Des Voeux Road,  
corner of Ice House Street,

AN ASSORTMENT OF  
JAPANESE CURIOS,

Comprising:—  
ANTIMONY WARE, BRONZE FIG-  
URES, JAPANESE SWORDS, SATSUMA  
WARE, OLD CLOCKS, CARVED IVORY  
FIGURES, &c., &c.

TERMS:—As usual.  
HUGHES & HOUGH,  
Auctioneers,  
Hongkong, 19th September, 1908. [857]

## PARTICULARS AND CONDITIONS OF

THE letting by Public Auction Sale, to be  
held on MONDAY, the 28th day of September,  
1908, at 3 P.M., at the Offices of the Public  
Works Department, by Order of His Excellency  
the Governor, of One Lot of CROWN LAND  
at Kai Lung Wan, in the Colony of Hongkong,  
for a term of 75 years.

## PARTICULARS OF THE LOT.

No. of Site No.	Registry No.	Boundary Measurements.	Area in Acres.	Annual Rent.	Upset Price.
Between Kai Lung Wan	1	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	2	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	3	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	4	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	5	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	6	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	7	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	8	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	9	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	10	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	11	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	12	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	13	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	14	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	15	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	16	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	17	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	18	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	19	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	20	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	21	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	22	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	23	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	24	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	25	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	26	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	27	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	28	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	29	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	30	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	31	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	32	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	33	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	34	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	35	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	36	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	37	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	38	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	39	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	40	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	41	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	42	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	43	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	44	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	45	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	46	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	47	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	48	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	49	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	50	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	51	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	52	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	53	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	54	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	55	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	56	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	57	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	58	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	59	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	60	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	61	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	62	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	63	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	64	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	65	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	66	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	67	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	68	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	69	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	70	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	71	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	72	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	73	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	74	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	75	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	76	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	77	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	78	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	79	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	80	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	81	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	82	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	83	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	84	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	85	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	86	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	87	1. N. 1. E. 1. W.	0.0000	0.00	0.00
Building on Government Land	88	1. N. 1. E. 1. W.	0.00		

## Intimations.

A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S



VERY OLD LIQUEUR

SCOTCH WHISKY

A Blend of the Finest Pure Malt  
Whiskies distilled in Scotland

or

GENUINE AGE  
AND  
FINE MELLOW  
FLAVOUR.

Per Dozen - - \$16.50

RAINIER BEER  
LIGHT, wholesome, and  
invigorating  
Undoubtedly the best Beer  
brewed in America.A. S. WATSON & CO.,  
LIMITED.THE HONGKONG DISPENSARY.  
Hongkong, 5th September, 1908. [13]NOTICE.  
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

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Single Copies, Daily, ten cents; Weekly, twenty-five cents.

## BIRTHS.

On September 7, 1908, at Shanghai, to Mr. and Mrs. A. PARTRIDGE, a son.

On September 8, 1908, at Fochow, the wife of HUBERT HIGGS, H.B.M. Consul, of a daughter.

On September 9, 1908, at Oakwood, Alderley Edge, the wife of W.N. SYMONDS, barrister-at-law, Hawick, of a son.

## MARRIAGE.

On September 12, 1908, at Shanghai, BERTHA CATHERINA, eldest daughter of Mancio Germano de Souza, to EDUARDO JOSE PEREIRA.

## DEATH.

On September 10, 1908, at Peitaiho, of typhoid fever, MARIA ENGELBRECHT, the dearly beloved wife of C. Engelbrecht, of Tientsin.

The Hongkong Telegraph

HONGKONG, MONDAY, SEPTEMBER 21, 1908.

## SHIPPING RINGS IN THE FAR EAST.

In a colony where shipping is all-important, the report by the Registrar of Imports and Exports in the Straits Settlements or "rings" and "conferences" must prove of interest. The report, which was laid before the Legislative Council of the Straits, is summarised in a most interesting way by the *Straits Times*. The Registrar is almost as severe in his strictures as Mr. Clement was when reporting on the opium trade of China. For example he observes that the recent inquiry held on the subject was most desirable in the interests of Singapore whose trade is being throttled by a number of so-called Conferences, which are worked in the interests of ship-owners who have little concern in its welfare except as a source of profit. Because the cargo has to go forward, if not from Singapore, from other ports of call or outports, where their agents are prepared to

grant through bills of lading often at the same rates of freight. The majority of those forming the Committees of the Chambers of Commerce belong to firms in receipt of special or secret rebates, and therefore can hardly be expected to express their views without bias. That is one of those straight statements which must be as gall and wormwood to the ship owner or agent who is influenced by more important firms. We learn that there are in Singapore and Penang known to be five Shipping Rings, besides which the rebate system is in operation to Kangoong and Bangkok. The first, and most important is that termed "The Straits Homeward Conference," which is a combination of steamship owners and merchants, most of whom are steamship agents, and the operations of which extend to European ports. That the Conference could not have been successfully carried on for so many years, if special advantages in the form of secret rebates had not been granted to the larger firms, goes without saying, for the latter generally hold steamship agencies and the commissions gained on this portion of their business, combined with a share in five per cent. of all freights from the Straits, seem too great advantages to risk losing, by chartering vessels or otherwise encouraging competition. Mr. Stuart, the Registrar, gives a résumé of the Commission's decision and reviews them extensively. He points out that the position as regards the fact that merchants in Singapore have practically no option but to ship their goods by steamers of Conference lines is unchanged, and no attempts have been made to attract other vessels by means of subsidies or otherwise, the loss of rebate being too serious to incur and larger independent firms too few in number. When the Conference began operations, it raised rates to what may be presumed to be a fair level, 20s. to London for general cargo, 22s. 6d. to Liverpool, and 20s. to the Continent, excluding Havre, Bremen and Hamburg, and as the admitted object was to raise freights to a fair paying level, either it did so, or failed to carry out the purpose for which it was established. There is, however, ample evidence to show that the policy has been not to charge fair rates but to "bleed" cargo. Thus in May, 1900, the freight on tin was raised from 27s 6d. to 30s. Now, this is an excellent class of cargo, easily handled, stowed and seldom lost, and as one ton occupies eight cubic feet the ship-owner no doubt rejoiced at the prospects of receiving over £12 per 50 cubic feet.

The following directions in English (?) are enclosed in a headache cure of Japanese manufacture:—

GWANSAN—SENKINTAN. NOTICE.  
This medicine is used for antibiotic, headache, various tooth, dizziness and pyrosis—Four chopping to a man, two of it to a baby, shall be used at a bay with fresh water at three times.

THE Board of Works, Agriculture and Commerce has proclaimed that henceforward any one positioning for the opening of mines shall be granted a period of one year, only, in which to commence working same, failing which, the permit will be rescinded and granted to others, so that mines may be opened without delay.—*Chinese Public Opinion*

ACCORDING to a Nagasaki telegram the training ship *Matsumae*, which sank at Mako, in the Pescador Islands, as the result of an explosion, is now being blown up, the object being the salvage of the most important machinery. The work is making favourable progress. The bodies of eighteen petty officers and bluejackets lost in the disaster are still missing.

A VLADIVOSTOK dispatch reports that the management of the Russo-Chinese Bank has been transferred to the Department of Finance, and its business extended. The bank will negotiate advances on a large scale in order to further the efforts of farmers in North Manchuria. Changes in the head and branch offices of the bank have already been made for this purpose.

The *Japan Advertiser* has received the following New York cable, dated Sept. 8.—The *New-York Herald* has renewed its anti-Japanese campaign, using the reported recall of Wu-Ting-fang as text. It contends that the Chinese Minister is the victim of a Japanese plot which looks to his removal. The same paper returns at intervals to its agitation for an alliance between the United States and China, and is featuring the despatches of its special correspondent, Mr. J. Ohi, now at Peking.

THE Mainichi states that the Japanese marine insurance companies partly attribute the recent increase in shipping accidents to the larger employment of old vessels. They have consequently decided not to insure any vessels constructed in 1870 or previously, or the cargo which they carry. Under some circumstances, insurances may be refused on ships of earlier date than 1885. In taking this action the Japanese companies have been influenced by the fact that foreign insurance companies refuse to re-insure such vessels and their cargoes.

A coolie, named Cheung Kam Chuen, with an alleged address at 11, Tai Wo Street, was accused at the Magistracy to-day, with being a housebreaker. It was submitted that Cheung gained admittance to 4, Bowrington Canal Road West, by smashing open the door. He entered the house, collected a bundle of clothing worth \$1 and was proceeding to leave the building when unfortunately he fell over himself and made such a hubbub that he woke everybody in the neighbourhood. He was promptly nabbed much to his own discomfiture and taken to No. 2, Police Station. The case was remanded.

A DARING armed robbery was committed at Tai Loong village, in the New Territories, shortly before midnight on Saturday last. A gang of miscreants, who had evidently had their eyes on a certain house in the village, determined to make a raid when all the menfolk were absent. They climbed up a water spout and breaking open the window, they entered the house. At the time there were two women in the house and there were several men. The police are investigating.

THE Chinese Engineering and Mining Co. Ltd. announces that the total output of the Company's mines for the week ending September 5, amounted to 22,408.50 tons and the sales during the period to 16,185.00 tons.

THE Consul-General of the Netherlands, Amsterdam, has given the following statement to the Governor-General of Netherland Indie, that the sanitary measures adopted against Hongkong on account of plague have been withdrawn.

THE *Nagasaki Press* records the death of Captain Julius Andersen, which took place on Friday, 11th inst., at St. Bernard Hospital, Nagasaki, after a short illness, the cause being pneumonia. The deceased was a native of Norway and only came to the Far East in February last.

THE *Advertiser* of New York State has been re-named in the first ballot. Speaking at Philadelphia Mr. W. J. Bryan declared that Mr. Taft was dodging issues. Mr. E. H. Harriman, the railway magnate, maintains an indifferent attitude towards the Presidential election. He has not been asked to contribute to Party funds.

M. S. D. Setna courteously informs us that he received a telegram from Bombay of the evening of the 19th inst. stating that the cricket match played at Bombay between the Parsees and the Presidency resulted in the victory of the Presidency team by 176 runs. This is the first of the triangular matches. On the 21st, 22nd, and 23rd inst. the winners (the Presidency) have to play against the Hindus.

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THE WUCHANG letter states that on the night of the 10th instant, taking advantage of the revelries incident on the celebration of the Mid-Autumn Festival (15th day of the 8th moon), a band of desperadoes conspired to make a raid on the strong-room of the Provincial Treasurer's office. Fortunately the matter was discovered in time by the authorities to frustrate the desperadoes, who at once scattered to various parts in the Yangtze Valley.

THE Viceroy and Governor of the Two Kwang and Yen-kwei provinces have received

## THE GALE.

## NO DAMAGE REPORTED.

The red south cone and drum hoisted at the signal stations and on board H.M.S. *Tarvor*, about a quarter to six in the evening, on Saturday last, gave the first indications of an approaching gale which, though it came nearer to Hongkong last night, fortunately passed it at a sufficiently great distance without causing any damage to property ashore or afloat. The Observatory reported on the 19th inst., at 5 p.m., that the typhoon had crossed Luson to the north of Manila and had entered the China Sea and was moving towards W.N.W. Yesterday, at 11.30 a.m., the report read: "The barometer has risen quickly in Manila and fallen moderately over Tongking, the S. coast of China and Formosa. The typhoon appears to be situated about 300 miles to the S.E. of Hongkong and to be moving towards W.N.W. The wind is expected to rise to a gale from N.E. to Hongkong during the next 24 hours. The Norther depression has passed to the N.E. part of the Sea of Japan. Pressure is high in the neighbourhood of the Bobis and over Central China. Strong N.E. winds may be expected in the Formosa Channel and bad weather over the N. part of the China Sea."

At the same time the signal—black south cone and drum—was hoisted, indicating a typhoon S.E. of the Colony and within 300 miles. At this signal all the smaller craft—sampan, junks and lighters, as well as steam-launches—promptly made for the usual shelter at Causeway Bay, Kowloon Bay, Mongkoktsui, and Stonecutters' Island. After the fifteen hour's hoisting of the black south cone and drum was hoisted, indicating a typhoon S.E. of the Colony and within 300 miles.

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## Telegrams

"HONGKONG TELEGRAPH" SERVICE

## SHANGHAI LIBEL ACTION.

THE PRELIMINARY HEARING.  
[From Our Own Correspondent.]Shanghai, 21st September,  
2.45 p.m.

Mr. Henry O'Shea, editor and proprietor of the *China Gazette*, was, at the preliminary hearing at the Police Court to-day, committed to trial on a charge of alleged criminal libel against Judge Willsey.

Mr. O'Shea intimated that his line of defence would be justification.

Bail was allowed in the sum of two thousand dollars.

[In this action, Mr. H. P. Wilkinson, Crown Advocate, is prosecuting and the defense is in the hands of Mr. Francis Ellis and Mr. E. W. Godfrey.—Ed. H.K.T.]

[Kreuter's.]

## Public Works in Turkey.

LONDON, 18th September.  
The Turkish Government have engaged Sir William Willcocks, K.C.M.O., to supervise the contemplated irrigation and canalization works in Mesopotamia and elsewhere.

Later.  
The Sultan has promoted the Turkish Ambassador in London to the rank of Vizier in recognition of his services in connection with the Anglo-Turkish rapprochement.

## Suicide of a General.

Major-General Ward has been found dead on the railway near Maidstone, having been knocked down by a train and killed.

In a letter left by the deceased, he says that his body will be found on the line; that he is sick of the scandalous and lying reports which have been circulated, the strain of which he cannot stand any longer; nor can he face his son returning from South Africa to-morrow.

## In the Cause of Peace.

Replying to greetings from the Inter-Parliamentary Conference, H. I. M. the Kaiser has telegraphed that he hopes the conference will strive for the maintenance of the works of peace which are so dear to his heart.

## Look-out in Lancashire.

19th September.  
The Lancashire cotton employers have decided on a lock-out to commence on Monday, owing to the refusal of the men to agree to a five per cent. reduction in wages.

One hundred and fifty thousand operatives will be thrown idle.

## THE OPIUM CONFERENCE.

The opium question grows in interest as the day approaches for the international conference on the subject which will be opened at Shanghai, January 1, 1909. Delegates are already appointed from all the countries interested. The question concerns the United States in the Philippine Islands, and three representatives from this country will be present. China's choice of commissioners is significant of her earnestness in this matter. All of them speak English well and are prominent men of affairs. One is the Consul-General at Singapore, another is a physician who was educated in Europe, and the third is director in chief of Chinese railroad construction. The Government will also be represented by an official of high rank who will set forth the importance that China attaches to this question.

All the opium smoking joints in Peking were closed in May of last year and in Shanghai in the following month excepting in the international concession. The rash of proprietors of the closed joints to open new smoking rooms in the concession, under the protection of the Powers, finally made such a scandal that it was decided on March 20 last to close one-fourth of them and the remainder within two years.

England is making haste very slowly. The *Star* has already reported the tentative proposals gradually to reduce opium production in India while China is demonstrating her ability to suppress the use of the drug. Nothing has been done in Hongkong to close the joints. Not much is hoped for from the Singapore commission, whose report is expected in October. A difficulty in this colony is that half of the revenue is derived from the sale of opium. Sir Frank Swettenham, Governor of the Federated Malay States, fears that the suppression of the licensed smokers will simply cut the revenues in two without diminishing the use of the drug.

The Ceylon commission alone has seemed able to formulate a policy for reducing consumption. It recommends that all permits to sell opium terminate when the licenses run out and that the Government monopolize the business of importing and selling the drug, which will be sold only to adults who register their names and receive permission to buy fixed quantities at certain intervals. The English recognize the evil and are making some efforts to reduce production, but everywhere except in Ceylon they are very undecided as to methods of reducing or suppressing the use of opium.—M. J. S.

## MARINE COURT.

## MAKING PAST.

In the Marine Court, this morning, before the Hon. Commander Basil R. H. Taylor, R.N., Harbour Master, Police-Sergeant W. R. Sutton charged Li Kwan, a boarding-house runner of Copnough Road West, with unlawfully making fast his boat to the s.s. *Tijpanas* whilst under way and boarding the same ship without the permission of the master or other officer in charge on the 18th instant.

Prosecutor stated that at 7.15 a.m. on the 18th instant, he boarded the s.s. *Tijpanas*. The master informed him that he had a man who boarded his ship outside Lyemun. At the same time, the defendant was handed over to him.

Defendant said that he was instructed by his employer to go on board. He did not know the latter's name.

A fine of \$2 was imposed.

## AIDING AND ABETTING.

Tung Tioh, owner of the Uo Wo Shing boarding-house, was charged with unlawfully aiding and abetting Li Kwan, a boarding-house runner employed by him, to board the s.s. *Tijpanas* on the 18th instant without the permission of the master.

The same evidence as given above was heard. Defendant stated that he had some friends coming from Singapore and therefore sent Li Kwan to meet them.

The case was adjourned till the 23rd instant.

## THROWING GOODS TO PREVENT SEIZURE.

Ma Fat, a fisherman, was charged by Police-Sergeant Arthur Counsell with throwing goods into the water to prevent seizure by the Police at Sai-kung on the 19th instant.

Prosecutor stated that on the day in question, he was engaged in pursuing a sampan. Defendant was in the bows assisting in propelling it with a long pole with which he was paddling. When defendant saw that witness was fast overhauling, he dropped the pole and picked up a tin (produced) and dropped it quietly over the side. Witness picked up the tin, which was floating mouth downwards, which was found to contain a few pieces of paper, which had obviously been used as dynamite wrappers.

Defendant's statement was to the effect that he used the box for smoking. He threw it away because he had obtained a new one, as it had turned very old.

The offender was fined \$25.

## DISOBEDIENCE OF THE POLICE.

Ma Tan Hi, another fisherman, was charged by the same officer with failing to stop his boat when called upon to do so at Saikung on the 19th instant.

P. C. Counsel stated that at 4 p.m. on the 19th instant, off Pun Lo Wan, he noticed defendant's fishing junk with a small boat alongside, into which something was being passed. The defendant got into the boat and pulled away as fast as he could. Witness followed in defendant's wake in the Harbour Department's gig. He hailed the defendant to stop, as he suspected the boat of containing dynamite. The latter refused to stop and tried his best to evade witness.

Defendant majestically asserted that he did stop. All the same, he was fined \$5, with the alternative of 14 days' imprisonment.

## THE DALAI LAMA.

## THE JOURNEY TO PEKING.

The N. C. D. News says:—It has been a matter of notoriety that the Dalai Lama has evinced a great deal of reluctance to go to Peking, although commanded to come by the Throne and repeatedly advised to do so by the Governor of Shensi, to which province the Wu-tai-shan Temple, where the Buddhist Pontiff has been residing for the best part of a year, belongs. In consequence of this reluctance and of the lawless conduct of his Lama retainers it was plainly hinted to the Pontiff by the Shensi authorities that he had better return at once to Tibet. Preparations were accordingly made by the Lamas to start for their homes, as already noted in this column the other day, when Grand Councillor Yuan Shih-kei's recent suggestion to the Throne to invite the rival Pontiff, the Panah Lama, to Peking came to the ears of the Dalai Lama, and an immediate change of front seems to have been the result. According to a Peking dispatch, H. E. Fan Fen, the Governor of Shensi, has telegraphed to the Central Government that the Buddhist Pontiff now begs to be allowed to pay his humble obsequies to their Imperial Majesties and has selected either the 17th or 25th instant as his date of leaving the Wu-tai-shan Temple for the Capital. The Dalai Lama proposes to travel by sedan-chair or mule-litter as far as the City of Ch'ching and then to take train to Peking. His retinue consists of two hundred and sixty-two persons, and he carries with him no less than one hundred and twenty cases of sacred books. Besides these the Pontiff brings with him over two hundred cases of presents which he intends to offer their Majesties as a proof of his devotion and allegiance. He will make a stay in Peking of about one month and then will return to Lhasa. In the circumstances it would seem that there will be no necessity now of inviting the Buddhist Co-Pontiff to Peking as an offset to the Dalai Lama's dilatoriness in obeying the Imperial behest to have an audience of their Majesties.

A BERLIN telegram dated August 22nd states that Karoline Karlsdatter, who has been in a trance for over thirty years, has awakened. Karoline Karlsdatter was a school girl of 13 when she suddenly fell asleep over her books in the schoolroom. After fruitless efforts on the teacher's part to rouse her the girl was carried home. She slept until last week, when she awoke to find that her childhood and girlhood were long past, and that she is now a middle-aged woman of 43. Karoline Karlsdatter is not very much worried over the matter, however. She feels as fresh and full of energy as if she had merely enjoyed a good night's rest. Her chief concern at present is to make up for lost time and complete her education, which was so abruptly interrupted. She will join an elementary school as soon as the autumn term begins.

## THE HARBOUR RACE.

Owing to the unsatisfactory state of the weather it was felt advisable to postpone the Harbour race which was to have taken place this evening, more particularly as competitors would find the distance exhausting enough without having the addition of a high current. Competitors and the public generally were asked to note this fact, and further particulars will be announced when the race will take place as soon as the weather is at all satisfactory.

## THE ANTI-OPIUM CAMPAIGN.

H. E. Sung Shoo, Viceroy of the Minch'ien provinces, has forwarded a plea to the Throne on behalf of a number of opium-smoking officials within his jurisdiction who have not been able to get rid of the habit during the three months granted by Imperial Edict, on the ground that the limit of time is too short. According to the Imperial Edict in question if upon the expiration of the three months' limit any official be found to be still indulging in the habit of opium smoking, the Viceroy, or Governor, having jurisdiction over such an official must denounce the delinquent to the Throne and ask that he be cashiered. Viceroy Sung Shoo, therefore, begs that His Majesty to allow him to delay sending up his denunciatory memorial on the subject so as to give his subordinates one more chance to reform. In reply we learn that an Imperial Rescript was issued commanding the Viceroy to observe the regulations of the Imperial Commissioners of Opium Prohibition which are drastic and to the point.—N. C. D. News.

## SECRET SOCIETIES IN CHINA.

## REVOLUTIONARY AND SUPERSTITION.

The New Chiao is besotted with secret societies; and those who dare not speak of reform openly, or oppose directly the bad government of the mandarins, do so in the lodges or gathering-places of their clubs, and devise measures behind locked doors which may lead to social and political progress. Some of them are merely benefit clubs, making provision for the support of poor members or the decent burial of the deceased, declare Mr. Jean Rodet in the *Temps* (Paris). Others wish to cultivate European or Japanese customs. Thus various clubs and their aims are described in the following terms:—

"The Society for Communizing Property aims at the modernization of China. Its rules include abstinence from opium. Its by-laws forbid the mutilation of women's feet and the adoration of spirits, etc. Its headquarters are at Canton and in the same city is a society which calls itself the 'Friends of the Nation,' whose members pledge themselves to buy no imported foreign goods. In Yuchow is a society called 'Total Death,' which, in face of the Government's weakness, has as its object the expulsion of the French from the territories they have usurped, and the repurchase of railway and its extension. In Shansi is a secret confederation which opposes the exploitation of Chinese mines by the English. In Sze-chuan the secret societies occupy themselves every time they meet with discussing the progress of China and making plans to raise the funds wherewith to recover the railroads now in foreign hands."

Of revolutionary clubs Mr. Rodet speaks with some contempt. They dream, like the Russians, but do not act.

"The 'Triads' and the 'Two Brothers' have members scattered throughout Southern and Central China. The two associations have amalgamated under one leader, Sue Yat Sen, with a view to bringing about the triumph of the Koming, or revolutionary party, but this party is feeble, because of its absolute want of coherence and initiative. This inertia largely results from the interior mechanism of these institutions. In the lodges, which, with the passion for multiplying names so universal in China, have each a special name, the chief alone is in perfect communication with the directors and knows what their object is. The mass of the initiated remain in total ignorance of this object." Many of them actually are unaware that they are branches of such and such a greater organization. They move as if blindfolded. And this is natural. It is impossible to make people sacrifice their lives except by rousing their passions or hypnotizing them by an idea over which their minds have long brooded."

The societies in Northern China are of a different kind. They take strange names and practise strange or horrid rites like the ancient Galli or priests of Cybele in North-West Asia Minor. Mr. Rodet thus describes the "Big Knives," the "Little Knives," the "Old Lanterns," the "Old Brethren," the "Water Lilies":—

"The members of these clubs all have the same rules. They neither drink fermented liquors nor smoke. They are half-vegetarians, but they practise every exercise that will increase their vigour. They employ rites of incubation, and believe that certain substances will render them invulnerable. This group of clubs originated at Chantow, where the population are, particularly warlike and members are scattered over an area that reaches to the Yangtze River. They are held to be of dissolute manners, and at their annual meeting abandon themselves to all sorts of excesses. They comprise the nobles, merchants, and farmers of the region. It was out of their reunion in 1900 that the Boxers were organized."

In answer to the question whether these societies of New China will ever break out into open action this writer remarks:—

## THE INTERPORT CRICKET MATCH.

The interport which originally intended to take place at the beginning of October has now been postponed for a fortnight, and the Hongkong cricketers will not now leave this port before the 15th inst. The team will, in all probability be picked after next Saturday's match; so the following are almost certain to be selected:—R. Hancock, W. C. D. Turner, A. L. Lanning, H. R. Martin, Badminton Barlow, 3rd Middlesex Regt., Corporal Sharpe, 3rd Middlesex Regt., Lieut. Home, 3rd Middlesex Regt., R. O. Hutchinson, and Captain Beasley, R. A.

Two new army officers will in all probability complete the eleven, viz., Lieuts. Harton and Hooper. Although the latter knocked up 40 last week, his display was not particularly impressive.

If Lanning is unable to get away, Claxton will probably take his place as wicket keeper.

His play on Saturday afternoon was very good, especially his batting.

R. O. Hutchinson deserves his place on account of his batting and bowling.

Fowler and Edwards stand a chance. Both are hitters and very fair fields although Edwards' throwing in leaves much to be desired.

Captain Beasley in any case is going to play tennis and may be also included in the cricket team.

E. B. Reed and Manderson are possible change bowlers.

It is understood that, owing to the exigencies of service, leave could not be obtained by the Eastern Telegraph Company staff to proceed to Shanghai, and therefore, E. W. Day, Peake and Shields will not be among the chosen ones. Peake and Shields are bowlers, and the Hongkong team is weak in bowling. Day as a batsman is pretty useful.

R. E. O. Bird—probably the Club's most useful bowler on a soft wicket—is unable to get away.

The Selection Committee of the Shanghai Club has chosen twenty members of the Cricket Club and six of the Recreation Club as "possibles" for the interport match against Hongkong, and to practise at the specially reserved nets on the Cricket Club's ground. Those selected from the Cricket Club members are:—R. N. Anderson, Capt. E. I. M. Barrett, G. M. Billings, D. Braud, A. G. H. Carruthers, G. A. Chadwick, H. R. S. Cooper, Capt. W. H. Dent, D. E. Donnelly, G. H. Gowland, P. Lamb, V. H. Moulton, R. J. Martin, H. Middleton, W. H. Moule, W. Rodolph, N. L. Sparkes, W. K. Stanton, A. R. Vincent, L. Walker and A. F. Whean. The Recreation Club's possibles are:—T. Main, H. B. Ollerdissen, A. F. Ollerdissen, T. Wallace, S. M. Wallace and O. D. Rasmussen.

## YOKOHAMA SPECIE BANK.

## BARON TAKAHASHI ON THE COMMERCIAL DEPRESSION.

The half-yearly general meeting of the Yokohama Specie Bank was held at the Bank's office on the 10th inst., when Baron Takahashi, President of the Bank, delivered a speech to the following effect:—The foreign trade of the Empire during the first half of the year showed some decrease both in exports and imports as compared with the same period in last year. The amount of bills of exchange during the half-year showed no change with regard to those sent from Japan, but a decrease of about \$2,000,000 in those received from abroad. It goes without saying that this was a result of the business depression in this country. As is well known, the price of copper suddenly fell last autumn, bringing about a financial panic in America, and this immediately affected the financial conditions in Europe. The exports of Japanese raw silk and habutae were also largely affected. At the commencement of this year the prices of these staples fell steadily, causing great anxiety, and the situation was made worse by the financial depression caused in China and India by famine in various parts of those countries. The fall of silver and copper also greatly weakened the buying power of the Chinese, with the result that the export of cotton yaro and other merchandise to China greatly decreased. In consequence of these circumstances, the development of Japanese industries was greatly hindered, the share market being specially affected. In short, it is not too much to say that a world wide financial depression prevailed from last autumn to the commencement of the half-year. These conditions necessarily imposed caution on bankers in Japan, while there was delay in the receipt of cash from abroad, with the consequence that the Empire suffered from a shortage of funds. Ordinarily, banks find it advisable to adopt a particularly prudent attitude in the first half of every year, but this year our bank used its money as much as possible in buying foreign bills. For this reason the revenue from interest and discount showed an increase in the first half as compared with the corresponding period of last year. It is necessary to recall that several failures occurred among Japanese and foreign merchants at Yokohama and Kobe, which greatly affected the Japanese and foreign Banks. This bank, unfortunately, did not escape, as it lost \$600,000 at Kobe, and had to wait for the repayment of \$300,000 advanced at Yokohama. Such being the case, it was very much feared at one time that the net profit of the half-year would be greatly smaller than in the first half of the previous year. Owing, however, to the great efforts made by the managers and other officials, it has been possible to declare a dividend which is not much smaller than that for the same period in 1907, a result which the shareholders should consider satisfactory.

Baron Takahashi has subsequently adopted a more liberal policy, and has increased the dividend to 5%.

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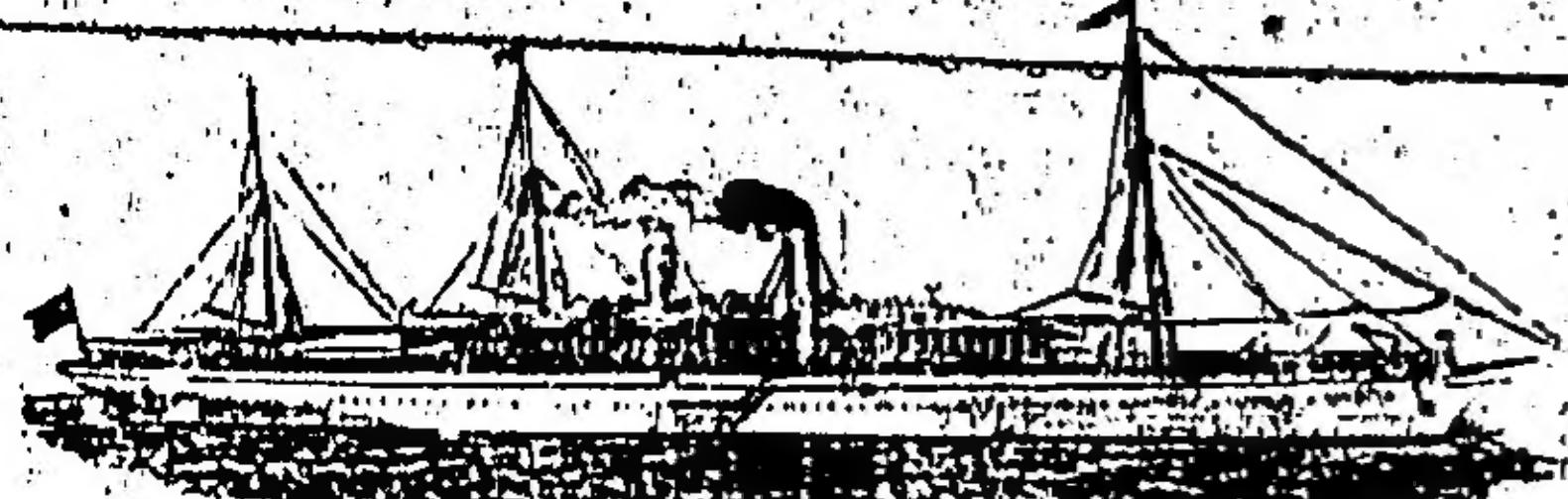
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## Shipping Steamers.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line." Sailing's to 10 Days Ocean Travel.

12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

## PROPOSED SAILINGS.

(Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF CHINA"	6,000	SATURDAY, Sept. 26th	Oct. 17th
"MONTEAGLE"	6,163	SATURDAY, Oct. 3rd	Oct. 27th
"EMPEROR OF INDIA"	6,000	SATURDAY, Oct. 17th	Nov. 7th
"EMPEROR OF JAPAN"	6,000	SATURDAY, Nov. 7th	Nov. 28th
"EMPEROR OF CHINA"	6,000	SATURDAY, Nov. 28th	Dec. 19th
"MONTEAGLE"	6,163	SATURDAY, Dec. 12th	Jan. 5th, 1909

S.S. "LENOX" and "GLENFARG" are Freighters only and do not carry Passengers.

"EMPEROR" steamships depart from Hongkong at 4 P.M.

S.S. "MONTEAGLE," "LENOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express; and at QUEBEC, with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class \$/a Canadian Atlantic Ports or New York \$/i. 10.

Hongkong to London, Intermediate on Steamers, and 1st Class on Railways. \$/a 40. \$/a 42.

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passenger Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, &amp;c., Corner Fiddler Street and Praya, Opposite Blake Pier.

## INDO-CHINA STEAM NAVIGATION CO., LTD.

## (PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For	Steamship	On
SHANGHAI	YAT-SHING	WED'DAY, 23rd Sept., 4 P.M.
SINGAPORE & SOURABAYA	CHUN-SANG	FRIDAY, 25th Sept., 1 P.M.
MANILA	LOONG-SANG	FRIDAY, 25th Sept., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	KUT-SANG	FRIDAY, 2nd Oct., Noon.
MANILA	YUENSANG	FRIDAY, 2nd Oct., 4 P.M.
S'GAPORE, PENANG & CALCUTTA, NAMSANG	NAMSANG	FRIDAY, 9th Oct., 1 P.M.

## RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers *Kutsang*, *Yat-sang* and *Yokohama* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin &amp; Newchwang.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LTD.,  
General Managers.

Telephone No. 61, Hongkong, 21st September, 1908.

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CHINA NAVIGATION CO. LIMITED.

## SAILINGS SUBJECT TO ALTERATION.

FOR STEAMERS. TO SAIL.

HOIHOW, PAKHOU & HAIPHONG	"SINGAN"	23rd Sept., 10 A.M.
MANILA	"TRAN"	23rd 4 P.M.
CEBU & ILOILO	"ANHUI"	23rd "
CHEFOO & TIENTSIN	"KUEIKHOW"	24th "
MANILA, ZAMBOANGA and AUS-	"TAIYUAN"	10th Oct., "

MANILA and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Telephone No. 36, Hongkong, 21st September, 1908.

[11]

**HONGKONG—MANILA.**

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 26th Sept., at Noon.
RUBI	2540	Almond		SATURDAY, 3rd Oct., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 19th September, 1908.

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## Shipping Steamers.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.STEAM  
FOR  
STRAITS, CEVILIAN, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.  
(Through Bills of Lading issued for BATAVIA;  
PERSIAN GULF, CONTINENTAL, AMER-  
ICAN and SOUTH AFRICAN PORTS.)

## THE Steamship

"DEVANAH."

Captain T. H. Hide, R.N.R., carrying His Majesty's Mails, will be despatched from this Port on WEDNESDAY, the 23rd inst., at 1 P.M., instead of as previously advertised.

For Freight or Passage, apply to

## Shipping Steamers.

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAICHING."

Captain Passmore, will be despatched for the above Ports, TO-MORROW, the 22nd inst., at 2 o'clock P.M.

A Reduction of 20% on First Class Fares to Foochow will be made during the Month of September.

For Freight or Passage, apply to

DOUGLAS L. PRAIK & CO.,  
General Managers.

Hongkong, 21st September, 1908. [83]

FOR SINGAPORE, PENANG AND  
CALCUTTA.

## THE Steamship

"JAPAN."

Captain J. G. Ollifent, will be despatched for the above Ports on WEDNESDAY, the 23rd inst., at 1 P.M., instead of as previously advertised.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED;  
Agents.

Hongkong, 21st September, 1908. [84]

## Intimations

PEAK TRAMWAYS COMPANY,  
LIMITED.

## TIME TABLE

## WEEK DAYS.

7.00 a.m.	7.30 a.m.	8.00 a.m.	8.30 a.m.	9.00 a.m.	9.30 a.m.	10.00 a.m.	10.30 a.m.	11.00 a.m.	11.30 a.m.	12.00 p.m.	12.30 p.m.	1.00 p.m.	1.30 p.m.	2.00 p.m.	2.30 p.m.	3.00 p.m.	3.30 p.m.	4.00 p.m.	4.30 p.m.	5.00 p.m.	5.30 p.m.	6.00 p.m.	6.30 p.m.	7.00 p.m.	7.30 p.m.	8.00 p.m.	8.30 p.m.	9.00 p.m.	9.30 p.m.	10.00 p.m.	10.30 p.m.	11.00 p.m.	11.30 p.m.	12.00 a.m.	12.30 a.m.	1.00 a.m.	1.30 a.m.	2.00 a.m.	2.30 a.m.	3.00 a.m.	3.30 a.m.	4.00 a.m.	4.30 a.m.	5.00 a.m.	5.30 a.m.	6.00 a.m.	6.30 a.m.	7.00 a.m.	7.30 a.m.	8.00 a.m.	8.30 a.m.	9.00 a.m.	9.30 a.m.	10.00 a.m.	10.30 a.m.	11.00 a.m.	11.30 a.m.	12.00 p.m.	12.30 p.m.	1.00 p.m.	1.30 p.m.	2.00 p.m.	2.30 p.m.	3.00 p.m.	3.30 p.m.	4.00 p.m.	4.30 p.m.	5.00 p.m.	5.30 p.m.	6.00 p.m.	6.30 p.m.	7.00 p.m.	7.30 p.m.	8.00 p.m.	8.30 p.m.	9.00 p.m.	9.30 p.m.	10.00 p.m.	10.30 p.m.	11.00 p.m.	11.30 p.m.	12.00 a.m.	12.30 a.m.	1.00 a.m.	1.30 a.m.	2.00 a.m.	2.30 a.m.	3.00 a.m.	3.30 a.m.	4.00 a.m.	4.30 a.m.	5.00 a.m.	5.30 a.m.	6.00 a.m.	6.30 a.m.	7.00 a.m.	7.30 a.m.	8.00 a.m.	8.30 a.m.	9.00 a.m.	9.30 a.m.	10.00 a.m.	10.30 a.m.	11.00 a.m.	11.30 a.m.	12.00 p.m.	12.30 p.m.	1.00 p.m.	1.30 p.m.	2.00 p.m.	2.30 p.m.	3.00 p.m.	3.30 p.m.	4.00 p.m.	4.30 p.m.	5.00 p.m.	5.30 p.m.	6.00 p.m.	6.30 p.m.	7.00 p.m.	7.30 p.m.	8.00 p.m.	8.30 p.m.	9.00 p.m.	9.30 p.m.	10.00 p.m.	10.30 p.m.	11.00 p.m.	11.30 p.m.	12.00 a.m.	12.30 a.m.	1.00 a.m.	1.30 a.m.	2.00 a.m.	2.30 a.m.	3.00 a.m.	3.30 a.m.	4.00 a.m.	4.30 a.m.	5.00 a.m.	5.30 a.m.	6.00 a.m.	6.30 a.m.	7.00 a.m.	7.30 a.m.	8.00 a.m.	8.30 a.m.	9.00 a.m.	9.30 a.m.	10.00 a.m.	10.30 a.m.	11.00 a.m.	11.30 a.m.	12.00 p.m.	12.30 p.m.	1.00 p.m.	1.30 p.m.	2.00 p.m.	2.30 p.m.	3.00 p.m.	3.30 p.m.	4.00 p.m.	4.30 p.m.	5.00 p.m.	5.30 p.m.	6.00 p.m.	6.30 p.m.	7.00 p.m.	7.30 p.m.	8.00 p.m.	8.30 p.m.	9.00 p.m.	9.30 p.m.	10.00 p.m.</



## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOURIE &amp; CO. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation	12,000	\$125	\$125	\$1,100,000	\$2,005,774	Interim of £2 for first half year @ ex- 1/9/08-5/21/08	5 1/2 %	\$270 London £79.15.
National Bank of China, Limited	99,925	£7	£6	\$1,560,000	\$10,323	£2 (London 5/6) for 1903	...	...
MARINE INSURANCES.				\$1,560,000	none	...	...	...
Ganton Insurance Office, Limited	10,000	\$250	\$50	\$1,560,000	...	\$20 for 1906	9 1/2 %	\$215
North-China Insurance Company, Limited	10,000	£15	£5	\$1,560,000	Tls. 100,000	Interim of 7/5 ex 2/5 for 1907	6 %	Tls. 83 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$1,560,000	Tls. 204,424	...	...	...
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,560,000	\$2 506,012	Final of \$15 making \$45 for 1906 and Interim of \$30 for 1907	5 1/2 %	\$765 sales
FIRE INSURANCES.				\$1,560,000	...	...	...	...
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$1,560,000	\$7,72,432	\$6 and bonus \$2 for 1906	8 1/2 %	\$94 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,560,000	\$4,28,027	\$27 for 1906	8 1/2 %	\$320 buyers
SHIPPING.				\$1,560,000	...	...	...	...
China and Manila Steamship Company, Limited	30,000	\$25	\$24	\$1,560,000	\$1,935	£1 for 1906	...	...
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,560,000	Nil.	£2 for year ending 30.6.08	10 %	\$245 ex div.
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,560,000	17,755	£1 for first half-year ending 30.6.08	7 1/2 %	\$285 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	\$1,560,000	£1,755	6/- for 1907 on Preference shares only @ ex- 1/9/11/16-£3. 15/-	5 1/2 %	£335 £220
do. (Deferred)				\$1,560,000	...	...	...	...
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 75,000	Tls. 14,510	Interim of Tls. 1/4 for account 1908	7 1/2 %	Tls. 47 sellers
"do. (Preference)	100,000	£4	£4	\$1,560,000	£63,817	Final of 1/- making 3/- for 1907 and in- terim of 1/- (No. 10) for a/c 1908	6 %	Tls. 51 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£10	£10	\$1,560,000	508	£1.00 for year ending 30.4.1908	4 1/2 %	£25
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$1,560,000	...	(\$0.50) for year ending 30.4.1908	3 1/2 %	£15
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 10,000	Tls. 6,865	Final of Tls. 1/4 making Tls. 5 for 1907	11 %	Tls. 45 buyers
REFINERIES.				\$1,560,000	...	...	...	...
China Sugar Refining Company, Limited	20,000	100	100	\$1,560,000	Dr. \$270 371	4/- for year ending 31.12.06	...	...
Luzon Sugar Refining Company, Limited	7,000	100	100	\$1,560,000	Dr. \$135 131	1/10. 1807	...	...
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	\$1,560,000	Tls. 4 (3 1/2) for year ending 31.8.06	...	...	...
MINING.				\$1,560,000	...	...	...	...
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$1,560,000	£1,12,350	Interim of 1/6 (No. 10) for account 1908	7 1/2 %	Tls. 16
Raub Australian Gold Mining Company, Limited	150,000	£1	£10	\$1,560,000	£4,873	No. 12 of 1/-=48 cents	...	...
DOCKS, WHARVES & GODOWNS.				\$1,560,000	...	...	...	...
Fenwick (Geo.) & Co., Limited	18,000	\$15	\$15	\$1,560,000	\$3,726	\$1.75 for year ending 31.12.06	...	...
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$10	\$10	\$1,560,000	...	...	...	...
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$10	\$10	\$1,560,000	...	...	...	...
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	100	\$1,560,000	...	...	...	...
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	100	\$1,560,000	...	...	...	...
LANDS; HOTELS & BUILDINGS.				\$1,560,000	...	...	...	...
Anglo-Français Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 25,000	Dr. Tls. 6,531	Tls. 6 for 1907	6 %	Tls. 101 sellers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$30,000	...	\$2 for year ending 30.6.07	...	...
General Stores, Limited	50,000	\$25	\$25	\$30,000	...	\$1.80 for 1906	...	...
Hongkong Hotel Company, Limited	12,000	\$20	\$20	\$30,000	...	...	...	...
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$30,000	...	...	...	...
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$30,000	...	...	...	...
Kowloon Land and Building Company, Limited	6,000	\$20	\$20	\$30,000	...	...	...	...
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,523,045	...	...	...	...
West Point Building Company, Limited	12,500	\$20	\$20	Tls. 170,000	...	...	...	...
COTTON MILLS.				\$1,560,000	...	...	...	...
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000	...	...	...	...
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	Tls. 150,000	...	...	...	...
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 150,000	...	...	...	...
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	...	...	...	...
Soy Chie Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 18,257	...	...	...	...
MISCELLANEOUS.				\$1,560,000	...	...	...	...
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,560,000	£1,648	10/- per share for 1907-£1.037	13 1/2 %	£71 sales
China-Borneo Company, Limited	60,000	£10	£10	\$1,560,000	Nil.	£1.20 for 1907	13 1/2 %	£103 sales
China Light and Power Company, Limited	50,000	£10	£10	\$1,560,000	...	60 cents for year ended 28.2.06	...	...
do. Do. special shares	50,000	£10	£10	\$1,560,000	...	80 cents for 1907	8 1/2 %	£94 sales
China Provident Loan & Mortgage Company, Ltd.	125,000	£10	£10	\$1,560,000	...	...	...	...
Dairy Farm Company, Limited	25,000	£10	£10	\$1,560,000	...	...	...	...
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,560,000	...	...	...	...
H. Price & Company, Limited	12,000	\$10	\$10	\$1,560,000	...	...	...	...
Hall & Holtz, Limited	21,000	\$20	\$20	\$1,560,000	...	...	...	...
Hongkong Electric Company, Limited	60,000	\$20	\$20	\$1,560,000	...	...	...	...
Hongkong Ice Company, Limited	5,000	\$20	\$20	\$1,560,000	...	...	...	...
Hongkong Rope Manufacturing Company, Ltd.	5,000	\$25	\$25	\$1,560,000	...	...	...	...
Maatschappij tot Mijn.-Bosch-en Landbouwzaak, Rotterdam in Langcat, Limited	25,000	Ge. 100	Ge. 100	Tls. 547,500	...	...	...	...
Peak Tramways Company, Limited	25,000	£10	£10	Tls. 27,603	...	...	...	...
Peak Tramways Company (new)	50,000	£10	£10	...	...	...	...	...
Philippine Company, Limited	75,000	£10	£10	...	...	...	...	...
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 100,000	...	...	...	...
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820	...	...	...	...
Shanghai Waterworks Company, Limited	16,150	£20	£20	Tls. 75,000	...	...	...	...
South China Morning Post, Limited	6,000	\$25	\$25	...	...	...	...	...
Steam Laundry Company, Limited	20,000	£1	£1	...	...	...	...	...
Tientsin Waterworks Company, Limited	1,000	Tls. 100	Tls. 100	Tls. 15,295	...	...	...	...
Union Waterboat Company, Limited	50,000	\$10	\$10	Tls. 4,000	...	...	...	...
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$15,000	...	...	...	...
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$100,000	...	...	...	...
William Powell, Limited	15,000	\$10	\$10	\$125,000	...	...	...	...
* These shares are entitled to half of the profits ...								

## DIVIDENDS PAYABLE:-

Hongkong Cotton Spinning, W. and D. Co.

50 cts. September 26th

Intimations.

ACHEE &amp; CO.

ESTABLISHED 1859.

DEPOT

FOR

EASTMAN'S